

PHED COMMITTEE #1  
June 22, 2009

MEMORANDUM

June 18, 2009

TO: Planning, Housing, and Economic Development Committee  
FROM: Glenn Orlin, Deputy Council Staff Director <sup>GO</sup>  
SUBJECT: Germantown Employment Area Sector Plan—transportation elements

**PHED Committee members: Please bring your copies of the Draft Sector Plan and the Technical Appendices (TA) to this worksession.**

This memorandum addresses the elements in the Transportation section of the Planning Board Draft Plan (pp. 25-31), other transportation-related elements in the plan, and Technical Appendices (TA) #14-16 (pp. 98-115 of the TA document). The Executive's Fiscal Impact Statement (©1-5) estimates the public costs of the transportation recommendations in the Draft Plan at about \$460 million in constant (2009) dollars. This amount includes neither the Corridor Cities Transitway (CCT) nor the widening of I-270, each extending through the planning area. The full list of projects is on ©3; no engineering has been conducted for these projects, so the cost estimate may be higher or lower by 50% than what is shown.

*Most of the elements discussed in this memo are those about which there is some disagreement with the Final Draft expressed by the Executive (©6-12) and Department of Transportation (©13-25), public testimony, or Council staff. Some purely technical corrections will be made to the final document, but they are not identified in this memorandum.*

**1. The meaning of transportation recommendations in a master plan.** Master plans are blueprints for the long-term (20+ years) future of an area: both for how land should be developed (type and density) and what functional facilities, such as road projects, will be needed to serve this development. But incorporating a new road, transitway, or a road widening in a master plan does not mean it will be built in the short term. In fact, for a project to be built in the short term it would also have to be included in the State or County six-year capital improvements program, which is a separate public process altogether. Incorporating a new road or a road widening in a master plan does not even guarantee it will be built in the long term.

*What it does mean is that it is County policy that eventually such a project will be needed, and that every step will be taken to protect the option to build it.* For example, it means that sufficient right-of-way will be protected and required for dedication. It means that the right-of-way will not be used in ways that would make it more difficult to build or widen a road in the future. Even if current residents of an area oppose a project that they believe is neither wanted nor needed during their tenure, incorporating a project in a master plan allows a future generation of residents to choose differently if conditions change.

**2. Land use/transportation balance.** With the exception of the Potomac Subregion Master Plan, all master plans adopted by the Council for the past 25 years have been in balance: that is, the planned transportation system can meet the travel demand generated by the planned development. A plan in balance does not mean that traffic conditions at build-out will be deemed ‘good’ or even ‘fair’; more likely the traffic congestion will be at the borderline between ‘tolerable’ and ‘intolerable.’

The analysis of master-planned land use/transportation balance is conducted using the same technique as are used under the policy area review test in the most recent Growth Policy. Therefore, a Policy Area Mobility Review (PAMR)-type analysis was conducted for this plan, calculating Relative Transit Mobility (RTM) and Relative Arterial Mobility (RAM) and comparing the result to the standard. The difference between the Growth Policy analysis and this sector plan analysis, however, is that RTM and RAM are not calculated at a point 4 years out, but at build-out (2030).

The sector plan boundary does not conform to an existing policy area, so this analysis examined the results for Germantown East (GTE) and Germantown West (GTW) areas. (Germantown West, under the PAMR analysis, also includes the Germantown Town Center Policy Area.) The results show that both GTE and GTW are well in the “Acceptable” range, within a significant margin of error.

Local Area Transportation Review (LATR) was also conducted with the build-out land use and transportation network. The results (see TA, pp. 101-103) showed that three intersections would be more than 30% over capacity, so the plan recommends grade-separated interchanges at all three: MD 355/Middlebrook, MD 355/MD 118, and MD 355/MD 27. An interchange is also proposed at MD 27/Observation Drive; that intersection would only be 8% over capacity, but adding the interchange would create a short controlled-access MD 27 from the edge of the planning area to I-270, carrying traffic from eastern Clarksburg, Damascus, and points north to I-270 without interrupting local circulation within Germantown East. None of the other intersections would be worse than 12% over capacity at build-out, a small enough problem that can be addressed by adding no more than a turn lane or two.

Some of these intersections are outside the Town Center where the congestion standard is currently 1425 Critical Lane Volume; once the CCT is built it is plausible to assume that the Growth Policy would be amended to allow intersections close to CCT stations to have a standard closer to that used in the Town Center, 1600 CLV, which means that no further turn lanes may be needed at such intersections.

Finally, it should be noted that the plan assumes a 25% non-auto driver mode share for employees at build-out. Currently that share is 16%; with the addition of the CCT, more MARC service, and more bus service by build-out, 25% is certainly achievable, and certainly more realistic than the 35% mode share assumption in the 1989 Germantown Master Plan.

**Council staff concurs that the plan is in land use/transportation balance.**

**3. Design Guidelines.** The Executive and DOT object to the portions of the proposed Design Guidelines (which are to be approved by the Planning Board, not the Council) that, in some cases, recommends street classifications, narrower streets, tighter curb radii, and other street design elements that are inconsistent with the definitions and standards in the Road Code law and regulation (§10, 15, 23). Council staff is sympathetic to the Planning staff's perspective on street design, but the proper course is to request changes to the law or the Executive regulation rather than to create a parallel set of standards that have no legal authority. One purpose of the Road Code bill was to eliminate this kind of discrepancy. **Council staff urges the Planning Board not to create different street classifications and design standards when adopting the Design Guidelines.**

DOT also objects to expanding the size of the Urban Areas in the Sector Plan, saying that the Urban Areas should be implemented through the design standards where urban areas are defined. However, the Road Code defines urban areas as "*Metro Station Policy Areas, Town Center Policy Areas, and other urban areas expressly identified in a Council resolution.*" The Executive regulation includes maps showing the urban area boundaries as a useful convenience to stakeholders so they can refer to one document to understand where the urban standards apply. But the Executive regulation itself does *not* determine the boundaries of urban areas. **The Draft Plan's recommendation to expand the Town Center is appropriate.**

The sector plan can provide guidance as to how the Germantown Town Center Policy Area should be expanded, just as past sector plans have recommended how the boundaries of certain Metro Station policy areas should be changed. The actual change would be accomplished in the Growth Policy, and this expansion of the Germantown Town Center Policy Area has been concurrently recommended in the Staff Draft of the 2009-2011 Growth Policy. **In fact, Council staff believes the plan should recommend that the urban area standards apply also to streets in the Cloverleaf District, which is planned for a CCT station and mixed-use, transit-oriented development with a street grid of short blocks (see p. 45 of the draft plan), and that the Council's "Other Urban Area" resolution be amended to include it.**

**4. MD 355 right-of-way and M-83.** While M-83 lies outside the sector plan boundary, one of the alternatives in the study is to widen MD 355 further than what is currently recommended in the plan. Furthermore, the countywide Bus Rapid Transit (BRT) Study soon to be undertaken may examine MD 355 through Germantown as a BRT route. For these reasons the Draft Plan recommends exercising a 250'-wide right-of-way on MD 355—rather than the current 150'-wide ROW—pending completion of the M-83 study.

The Executive and DOT object to identifying this wider right-of-way in the sector plan (§9, 21). Their point is that the completion of M-83 is assumed in the County's master plan, and until or unless it is no longer part of the plan should the MD 355 ROW be widened. Because M-83 has been master-planned for decades, it should be given every benefit of the doubt; it was at Council staff's initiative that the M-83 facility planning study was funded in the first place. Nevertheless, the potential environmental and funding obstacles to M-83 are so great that the intent of the Draft Plan's recommendation is prudent. Even if the study confirms the feasibility of its master-planned alignment, the extra ROW along MD 355 might be needed for BRT.

**Council staff recommends amending the note at the bottom of page 67 of the Draft Plan to read:**

**\*\* This plan recommends a minimum 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning studies. Following completion of these studies, the Council by resolution may set a smaller minimum right-of-way, but not less than 150'.**

**5. MD 355 interchanges and urban network alternatives.** As noted in section 2 above, the Draft Plan for grade-separated interchanges on MD 355 at Middlebrook Road, MD 118, and MD 27. However, it also notes that 'urban network' alternatives—a pattern of at-grade, one-way couplets around an open space—may also address the capacity needs. An example of such an alternative in California is shown on page 30 of the Draft Plan.

The Executive does not automatically disagree with such urban network alternatives; he notes the truisms that plan recommendations should be buildable and operable, and that if such an alternative is ultimately selected the sector plan should be ultimately amended to reflect it (©8). DOT opposes including in the plan urban network alternatives in lieu of grade-separated interchanges; it supports only master plan alternatives based on conclusions in studies (©20-21).

**Council staff concurs with the Planning Board and the Executive.** When further study for an interchange is conducted, invariably at-grade solutions are also examined and sometimes selected as the preferred option. Subsequently the master plan should be amended to reflect this. (This actually happened in Germantown. The 1989 plan called for an interchange at Great Seneca Highway and Clopper Road, but a subsequent study determined it was not needed, and a plan amendment was approved deleting the interchange.) **However, the important point is that the necessary right-of-way for either an interchange or the urban network alternative be identified and reserved.**

**6. Aircraft/Crystal Rock one-way pair.** The Draft Plan recommends evaluating converting Aircraft Drive and Crystal Rock Drive as a one-way pair through the Town Center area, with Aircraft Drive headed southbound and Crystal Rock Drive northbound (©. DOT opposes any operational recommendation in a sector plan, and it believes that this suggestion may negatively affect the fire and police stations there.

Planning staff's response is that access to and from the police station would be accommodated via driveway access on both Aircraft Drive and Crystal Rock Drive, eliminating the need to circulate around the block. Fire trucks could exit the station on to Crystal Rock Drive, as they do now, and could turn right to head west up Crystal Rock Drive or turn at Aircraft Drive to head east towards MD 118. Another option would be to reposition a fire truck to exit on to Aircraft Drive, thus eliminating the circulation movements completely.

**Council staff concurs with the Final Draft Plan.** Council staff agrees the recommendations about traffic operations are generally not appropriate in master plans, but in

this instance the Draft Plan is only suggesting that the one-way pair must be *evaluated*. There is sufficient rationale to give this matter serious consideration.

**7. Cider Press Place.** On April 24 the PHED and Education Committees held a worksession to decide the roadway network within the so-called “College Quadrant” bounded by MD 118 on the north, MD 355 on the east, Middlebrook Road on the south, and I-270 on the west. A charrette organized by Council staff and consisting of Montgomery College and M-NCPPC staff developed a series of four alternative road networks in the quadrant in addition to those generated by the Draft Sector Plan and the College’s own master plan. The two Committees concurred on West Alternative #2, which would have Observation Drive extend as a 4-lane arterial from its current southern terminus at MD 118 to the southwest where it would connect to existing Goldenrod Lane, hug the western and southern parts of the campus, and then proceed southeast to Middlebrook Road. West Alternative #2 includes two other access points for the quadrant: existing Goldenrod Lane north to MD 118, and the extension of Cider Press Place as a 2-lane minor arterial in a 70’ ROW from MD 355 to Observation Drive (©27)

The College is now requesting deletion of Cider Press Place from the plan (©28-29). Below are the College’s four arguments, and Council staff’s response:

1. Cider Press Place is currently constructed on a 50-foot right-of-way as part of the Orchard run development. As the attached photos show, there are 17 townhouses facing the road, with all 17 driveways connecting onto Cider Press place. If reconstructed as a minor arterial road with a 70-foot right-of-way, as is presently recommended in the Plan, some homes would be as close as 13 feet to the road. That would be a very dangerous mix of excessive traffic and homeowners within a very narrow and confined space.

*Response:* Existing Cider Press Place has sufficient width for a 2-lane minor arterial, especially since every abutting house has a garage and driveway (©30). Except perhaps at the MD 355 intersection itself—which is set apart from the townhouses—there is no reason to reconstruct existing Cider Press Place. The 70’ ROW would be secured across Gunners Branch and the College property to allow for more ample landscaping and a larger setback for sidewalks.

2. Because of the existing development along MD 355, there are no safe direct outlets from the Germantown Campus to MD 355. As well, any connector would require crossing the environmentally sensitive Gunners branch, which civil engineers have told us would result in significant disturbance and at a prohibitive cost.

*Response:* The College has no access at all (safe or unsafe) to MD 355. A super-block as large and with as much planned development as the College Quadrant warrants at least one access point to MD 355. The environmental planners at M-NCPPC did not cite this right-angled crossing of Gunners Branch as an environmental issue of note, either in the Draft Plan or in the charrette.

3. Requiring a Cider Press Place connection would seriously impede the College's ability to develop either the Germantown Campus or the [Science & Technology] Park in a cohesive and coordinated manner in the limited remaining amount of developable, non-environmentally challenged land.

*Response:* All of the alternatives developed in the charrette would leave 49 acres for the Tech Park and hospital, give or take a half-acre. The alignment of Cider Press Lane between Gunners Branch and Observation Drive is somewhat flexible; it does not have to follow on a direct line between these two points, as long as the connection is not too circuitous. The exact route would be determined at subdivision or site plan approval.

4. The proposed road would have only right-in/right-out access to MD 355 and would offer limited utility as an access point. The College, Foulger-Pratt, and Holy Cross Hospital all agree that this road is not needed to support their respective planned uses.

*Response:* Once the connection is made, there would be a full intersection at MD 355—not right-in, right-out only—and it would probably be signalized as well. M-NCPPC traffic analysis for the area has determined there is a need for this access point.

**Council staff recommends sticking with the network in West Alternative #2 as approved by the PHED and Education Committees in April.**

**8. West End road network.** The graphic on ©31 illustrates the street network for this portion of the Town Center/West End. The graphic shows the proposed centerline of new roadways and the properties affected by these roadways. The roadways include:

- B-16 Bowman Mill Drive
- B-5 Waters Road
- B-22 Waterford Hills Road
- B-10 Century Boulevard extended

In each case, the roadways are intended to align with, or provide a safe intersection with, existing Master Plan roadways.

The Sugarloaf Partnership property is proposed for significant redevelopment which will provide the possibility to align Century Boulevard extended on the west side of Wisteria Drive. The Wildman property (1.8 acres) is somewhat affected by the alignment of Bowman Mill Drive with Waters Road. This alignment is deemed necessary to connect with Bowman Mill Drive on the south side of MD 118 and to existing right of way for Waters Road to the north of the Wildman property. Jody Kline, representing Mark Wildman, believes this street pattern severely impacts the property and has prepared an alternative, shown on ©32. **Council staff suggests the Committee hear from both Mr. Kline and Planning staff before rendering a decision.**

**9. Other road and right-of-way recommendations.** The Draft Plan recommends reducing the right-of-way on two existing roads: Father Hurley Boulevard from Crystal Rock

Drive to I-270, from 150' to 120'; and Observation Drive from Dorsey Mill Road to Germantown Road, from 150' to 100'. DOT opposes reducing these rights-of-way (©22). **Council staff concurs with DOT; this property is already secured and provides flexibility for further improvements, including landscaping, in the more ample right-of-way.**

The Draft Plan calls for retaining the current 4-lane cross-section on Crystal Rock Drive between MD 118 and Father Hurley Boulevard. The road has a wide median, allowing for a total of 6 lanes, which was assumed in the 1989 plan. DOT recommends continuing with the 1989 plan's recommendation for 6 lanes (©22). **Council staff concurs with the Final Draft.** The LATR test can be met by adding turn lanes at certain intersections in this section; the 5<sup>th</sup> and 6<sup>th</sup> through lanes are not needed.

**Council Staff concurs with DOT's recommendation to reduce the skewed angle of the intersection of Wisteria Drive and Waters Road in conjunction with future development (©23).**

Crystal Rock Drive between Middlebrook and Germantown Roads is currently a 2-lane private street connecting to public road segments of Crystal Rock Drive on either end. The final Draft recommends classifying this segment as a minor arterial, but DOT disagrees, arguing that it should remain a privately maintained road (©23). **Council staff concurs with the Final Draft.** This segment is important for internal circulation in the Town Center area; should the private development choose to incorporate traffic devices that would impede such circulation, the County should take steps to acquire it.

**10. Remaining issues.** Issues regarding the Corridor Cities Transitway and other transit proposals, access to the transitway from I-270, and bikeway recommendations will be addressed in an addendum packet that will be available on Friday, June 19.



OFFICE OF MANAGEMENT AND BUDGET

Isiah Leggett  
County Executive

Joseph F. Beach  
Director

MEMORANDUM

March 27, 2009

TO: Phil Andrews, President, County Council

FROM: Joseph F. Beach, Director, Office of Management and Budget

SUBJECT: Fiscal Impact Analysis of the Sector Plan for the Germantown Employment Area: An Amendment to the Germantown Master Plan

The purpose of this memorandum is to transmit a fiscal impact statement to the Council on the subject Amendment.

AMENDMENT SUMMARY

The Maryland-National Capital Park and Planning Commission submitted their draft *Sector Plan for the Germantown Employment Area: An Amendment to the Germantown Master Plan* to Montgomery County Government in February 2009. The Plan modifies the 1974 Master Plan in the following areas:

- Housing mix – promote a mix of housing types that can accommodate families of varying ages and income levels and allow opportunities for them to continue living in Germantown, as their needs and tastes change;
- Community identity – develop a greater sense of community identity;
- Community facilities – provide appropriate locations for community facilities; and
- Balance between housing and employment opportunities – provide greater opportunity for people to both live and work in Germantown.

The Plan's recommendations include:

- Complete the economic core envisioned in the General Plan;
- Increase employment;
- Organize communities around transit;
- Enhance connections to Germantown's greenbelt and stream valley parks;
- Pursue design quality and sustainability in the public and private realms; and
- Build on cultural, historic, and civic facilities.

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Office of the Director

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MONTGOMERY COUNTY  
GOVERNMENT

**FISCAL SUMMARY**

Pursuant to the Regional District Act, attached are the fiscal costs associated with this draft Germantown Master Plan Amendment. These costs were provided by the following departments: Transportation, General Services, Fire and Rescue Service, Police, Recreation, and the Upcounty Regional Services Center. Costs are reflected in 2009 dollars. Please note that all capital project cost estimates are high-level, order of magnitude estimates. Final estimates for capital projects would not be available until completion of design development.

The following departments reported no fiscal impact: Housing and Community Affairs, Permitting Services, Economic Development, Libraries, County Attorney, and Health and Human Services.

A written testimony with specific comments on the draft Germantown Amendment will be forwarded separately to the Council.

The following contributed to and concurred with this analysis: Edgar Gonzalez, Department of Transportation; Gary Stith, Department of General Services; Captain Tom Didone, Department of Police; Scott Gutshick, Fire and Rescue Service; Catherine Matthews, Upcounty Regional Services Center; Jeff Bourne, Department of Recreation; Scott Reilly, Department of Housing and Community Affairs; Alicia Thomas, Department of Permitting Services; Patricia Stromberg, Health and Human Services; Tina Benjamin, Department of Economic Development; Rita Gale, Department of Public Libraries; Cliff Royalty, Office of the County Attorney; and Amy Wilson, Office of Management and Budget.

If you have any questions about this fiscal impact analysis, please contact Amy Wilson, Director, Office of Management and Budget, at 240-777-2775. The Executive Branch staff will be available during the County Council's work session on the plan.

JFB: aw

**Attachment**

c: Timothy L. Firestine, Chief Administrative Officer  
Diane Schwartz Jones, Assistant Chief Administrative Officer  
Kathleen Boucher, Assistant Chief Administrative Officer  
Arthur Holmes, Department of Transportation  
David Dise, Department of General Services  
Gary Stith, Department of General Services  
Tina Benjamin, Department of Economic Development  
Carla Reid, Department of Permitting Services  
Richard Bowers, Montgomery County Fire and Rescue Service  
Thomas Manager, Department of Police  
Gabriel Albornoz, Department of Recreation  
Parker Hamilton, Department of Public Libraries  
Rick Nelson, Department of Housing and Community Affairs  
Leon Rodriguez, Office of the County Attorney  
Catherine Matthews, Upcounty Regional Services Center  
Amy Wilson, Office of Management and Budget  
Marlene Michaelson, County Council

**Fiscal Analysis of the Planning Board Draft Sector Plan**  
**Germantown Employment Area: An Amendment to the Germantown Master Plan**

**Capital Improvement Projects**

Project	Description	Page # in Plan	Cost Estimate	Implem. Dept.
<b>Arterials</b>				
Observation Drive	Little Seneca Creek to Dorsey Mill Road	Appendix 21; page 131	\$7,938,000	DOT
Waring Station Road	Clopper Road to Wisteria Drive	Appendix 21; page 131	\$10,206,000	DOT
Wisteria Drive <sup>1</sup>	Crystal Rock Drive to Great Seneca Highway	Appendix 21; page 131	\$0	DOT
<b>Business Streets</b>				
Century Blvd.	Kinster Drive to Cloverleaf Center Drive	Appendix 21; page 132	\$20,725,000	DOT
Crystal Rock Drive	Black Hill Park Access to Kinster Drive	Appendix 21; page 132	\$15,072,750	DOT
Crystal Rock Drive <sup>1</sup>	Middlebrook Road to Wisteria Drive	Appendix 21; page 132	\$0	DOT
Dorsey Mill Road	Crystal Rock Drive Extension to Observation Drive Extension	Appendix 21; page 132	\$21,273,175	DOT
Walter Johnson Drive <sup>1</sup>	Bowman Mill Road to Wisteria Drive	Appendix 21; page 132	\$0	DOT
Wisteria Drive <sup>1</sup>	Father Hurley Blvd. to Germantown Road	Appendix 21; page 132	\$0	DOT
Wisteria Drive <sup>1</sup>	Germantown road to Crystal rock Drive	Appendix 21; page 132	\$0	DOT
<b>Other Roadway/Transit-related Improvements</b>				
MD 355	MD 355 at MD 27	Appendix 21; page 133	\$90,000,000	DOT
MD355	MD 355 at MD118	Appendix 21; page 133	\$90,000,000	DOT
MD 355	MD355 at Middlebrook Rd	Appendix 21; page 133	\$80,000,000	DOT
I-270	I-270 at Dorsey Mill or I-270 at Father Hurley	Appendix 21; page 133	\$50,000,000	DOT
Father Hurley Blvd.	Father Hurley at Observation Drive	Appendix 21; page 131	\$75,000,000	DOT
Underground Garage Parking <sup>2</sup>	TBD	N/A	TBD	DOT
<b>Public Facilities Including Parks and Open Space</b>				
Full Service Community Recreation Center <sup>3</sup>	Utilizing the complete program of requirements (33,000 nsf, 4 athletic fields, playcourt, playground, 190 car parking)	Appendix 21; page 133	\$20,000,000	DGS
Small Recreation Center <sup>3</sup>	21,000 nsf, limited or no outside amenities	Appendix 21; page 133	\$14,000,000	DGS
Elementary School	In the Seneca Valley cluster, a future elementary school site (Waring Station Elementary School) located on Waring Station Road	Appendix 3; page 15	\$21,000,000	MCPS
Germantown Town Center Urban Park	Current CIP Project #078704	Appendix 19; page 127	N/A	Parks
Kingsview Local Park	Facilities for youth and teens, such as skate park or plaza, open play area, playground	Appendix 19; page 127	\$3,000,000	Parks

Seneca Crossing Local Park	Provide needed fields, possibly cricket and other active recreation facilities. Currently in facility planning	Appendix 19; page 127	\$6,000,000	Parks
Family-oriented play park near Upcounty Regional Services Center <sup>4</sup>	M&T Bank Site	Appendix 19; page 127	\$800,000	Parks
<b>Subtotal – Capital Improvement Projects</b>			<b>\$525,014,925</b>	

### Operating and Capital Outlay Expenses

Services	Description	Page # in Plan	Cost Estimate	Implem. Dept.
Additional staffing and operating expenses for new Recreation Centers <sup>3</sup>	Cost estimate includes personnel (\$328,000, 6.5WYs); operating (\$404,000)	N/A	\$732,000	REC
Additional EMS Unit <sup>5</sup>	Additional EMS Unit and deploying costs. Cost estimate includes personnel (\$684,000, 18WYs); operating (\$53,000); and capital (\$225,000)	N/A	\$962,000	FRS
Additional Aerial Unit <sup>5</sup>	Additional Aerial Unit and deploying costs. Cost estimate includes personnel (\$1,656,000, 9WYs); operating (\$179,100); and capital (\$1,130,000)	N/A	\$2,965,100	FRS
Addition staffing and operating expenses for Upcounty Regional Services Center <sup>6</sup>	Establishing an Urban District for Germantown will require funding for additional staff and operating expenses. Cost estimate includes: personnel (\$1,157,060, 21.7WYs); and operating (\$496,230)	N/A	\$1,653,290	URSC
Additional police officers to be assigned to the 5 <sup>th</sup> District (Germantown) Phase I <sup>7</sup>	First year costs include: personnel (\$1,504,000 - \$1,755,000, 18-21 officers); and operating (\$923,000-\$1,076,000 cruisers and equipment)	N/A	\$2,831,000	Police
Additional police officers, to be assigned to the 5 <sup>th</sup> District (Germantown)-Phase II <sup>7</sup>	First year costs include: personnel (\$2,590,000-\$3,180,000, 31-38 officers ); and operating (\$1,590,000-\$1,950,000 cruisers and equipment)	N/A	\$5,130,000	Police
Additional staffing and operating expenses for new elementary school	Cost estimate includes: personnel (\$790,000, 16.5WYs); operating (\$445,000)	N/A	\$1,235,000	MCPS
<b>Subtotal – Operating and Capital Outlay</b>			<b>\$15,508,390</b>	
<b>Total Cost Estimate</b>			<b>\$540,523,315</b>	

**Notes and Assumptions:**

<sup>1</sup>Project cost estimate is \$0; existing paving, already built.

<sup>2</sup>The plan is not specific on the number of public parking spaces to be accommodated in garages. DOT's current cost for underground parking spaces is approximately \$40,000 per space.

<sup>3</sup>Noted in Plan as one Urban Recreation Center-during discussions between Department of Recreation and Maryland-National Capital Park and Planning Commission it was noted that two Centers may be necessary to address long term future needs.

<sup>4</sup>Development costs estimated at \$800,000, which assumes the land swap with Germantown Square Local Park property is cost neutral.

<sup>5</sup>Additional fire and rescue apparatus will be needed to keep pace with increased call load and increased fire and EMS risk associated with planned development.

<sup>6</sup> Since the timing for establishing a district is dependent on the staging and implementation of development it's unknown exactly how many staff would be needed at first.

<sup>7</sup>Additional police officers and cruisers will be needed to keep pace with the increased population and planned development.

LU & ZONING



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Isiah Leggett  
County Executive

OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

## MEMORANDUM

March 30, 2009

TO: Phil Andrews, President  
Montgomery County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Planning Board Draft, Sector Plan for the Germantown Employment Area

### GENERAL SUPPORT FOR THE MASTER PLAN CONCEPT

The County Executive is very supportive of the intent of the Plan to transform Germantown into a vibrant downtown for surrounding residential neighborhoods. The vision of Germantown as the "upcounty downtown" to create a transit-served, mixed-use community and strategic location for employment is appropriate. We appreciate the time, energy and commitment of the Planning Board and its staff in preparing this Planning Board Draft Master Plan and look forward to working with the County Council, the community, and the Planning Board to create a plan to guide Germantown forward and help it develop a positive sense of identity.

As the Council considers the proposed Plan, we think it is important for the end result to be a plan that promotes a strong sense of community and identity. We offer for County Council consideration some issues and thoughts discussed below. Additional technical comments are appended.

### TRANSPORTATION

The Executive Branch supports the Plan's goal of transforming Germantown into a transit-oriented community with the multi-modal hub of the Corridor Cities Transitway (CCT). We support the Plan's emphasis on the design and funding of the CCT and other transit, including the MARC station and bus service. We further support the plan's goal to fill gaps in the local network and accommodate the through traffic while utilizing all of the various transportation options – highways, buses, MARC, bicycle facilities, and sidewalks, all planned to accommodate safe pedestrian travel.

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### Transportation/Land Use Balance

The Executive Branch is concerned that the plan does not produce continuous transportation/ land use balance under the current Growth Policy Standard. Localized congestion problems include 11 intersections with congestion levels that exceed the Growth Policy standard, and five intersections that are approaching the Growth Policy Standard. By 2030, the Plan achieves PAMR balance.

The Plan recommends a staging process for development of this sector of Germantown. We strongly support the staging of development. It is critical that density be released at the same time that commensurate infrastructure is provided or programmed to be implemented in accordance with current rules. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. We believe that a detailed transportation analysis for each stage should be made to determine Transportation/Land Use Balance and included in the Technical Appendix.

### CCT Alignments and Related Issues

Currently, the proposed Plan shows both the western and eastern alignments for the CCT. The State of Maryland's CCT study shows only the western alignment that crosses Dorsey Mill Road. Inclusion of an eastern alignment that adds approximately 1 ½ miles with a single stop creates serious questions as to ridership, costs and service delivery. Including the second alignment east of I-270 would increase both the construction and operating costs for the CCT, rendering the Maryland Department of Transportation's proposal more costly and less competitive for Federal funds at the national level. The east side of I-270 can be served instead by local buses to the CCT and the MARC station, and express buses to the Shady Grove Metro Station. *Based on these facts, the Executive Branch recommends showing only the western alignment of the CCT in the Plan, and eliminating the eastern leg.*

### Circulator Bus

The Plan recommends a circulator bus for frequent service between the Town Center, MARC Station and transit neighborhoods. Excellent bus service is already provided in Germantown. The recommended circulator bus service must be developed so that it does not overlap with the extensive Ride-On service existing in Germantown today. Phase I of the restructuring of Germantown Ride-On routes in 2005 resulted in good coverage of the Germantown Town Center Area. The plans for Phase 2 include route expansion to the west side over to the Soccerplex, as well as to the east side of I-270. Phase I of the restructuring resulted in the Germantown ridership rate exceeding that of the overall system. In Germantown, overcrowding continues to grow, and Park & Ride lots are at full capacity. The Plan mentions Bus Rapid Transit (BRT) and specifies a circulator bus and expanded access to MARC stations. An effective BRT requires dedicated bus lanes and/or priority treatment. We do not believe that the circulator bus and route expansions necessarily have to take place on dedicated lanes or with priority treatment.

### MARC Train and Station

The Plan recommends concentrating residential development near the station to enable patrons to walk to the station. Specifically, the Plan recommends mixed-use development on the property where MARC parking currently exists, with the inclusion of MARC parking in garages serving the planned new mixed-use development. The Executive Branch concurs with these recommendations as long as the current number of MARC parking spots is expanded as part of the residential development in this area. However, this parking should not be a staging trigger for Stage I impacting all development in this Plan but should be tied to residential development, particularly in the MARC train station area (see comments on Staging). If the parking garage is a trigger for Stage I, the ability to proceed to Stage I is questionable. The additional parking should be the responsibility of the Maryland Transit Administration and included in the MARC development plans. Temporary MARC parking would have to be provided during construction. Finally, the Plan notes that MARC will build additional parking near the MARC station by 2015, and should specify the source of this information since the Executive Branch is not aware of the plans for the additional parking.

An older apartment complex, Rolling Hills Apartments, located at the corner of Great Seneca Highway and Wisteria Drive, backs onto the MARC station. If that property is redeveloped, another opportunity is presented to promote use of public transit by reinforcing the connection between the MARC station and another neighborhood.

### MD 355

The Executive Branch supports the Plan's street network goals which include serving regional and through traffic with highways, filling in a complete network of local roads, accommodate exclusive transit routes, and creating pedestrian and bike routes that create a range of transportation alternatives.

The Plan retains the recommendation for a grade-separated interchange at MD 355 and MD 27. Grade-separated interchanges at MD 355 and Middlebrook Road, and MD 355 and MD 118 are added. In this context, the Plan supports further study of one-way couplets as urban network alternatives to grade-separated interchanges. This urban network alternative consists of a pattern of at-grade, one-way couplets around a town square feature. Planning Board Staff has conducted a preliminary analysis of this alternative and concluded that this approach could provide capacity comparable to the proposed at-grade interchanges. The Plan suggests further study of this concept as a supplemental effort to this plan, or as part of a project planning study. Master/Sector Plan recommendations should be buildable and operable, since they guide our orderly and smooth development process. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan.

### M-83

M-83 is outside of the study area. The Plan assumes the construction of M-83 as part of the regional transportation network. MCDOT's M-83 study is expected to be completed in early 2011. Language in the Plan highlights an alternative to M-83 under study by MCDOT staff, involving MD 355. This alternative, proposed by MNCPPC staff, involves increasing the ROW along MD 355 from the current 150' ROW to a 250' ROW that can include BRT. The Executive Branch opposes inclusion of this alternative in the Master Plan, as well as the accompanying expansion of the ROW on MD 355 to 250'. Alternatives should be studied before they are included in a Plan and it should be at least preliminarily determined that a recommendation is buildable. If changes are required in the future based on further studies, the Master/Sector Plan can be amended.

### I-270

The plan recommends a partial interchange to and from I-270 N. at Dorsey Mill Road or a revision to the Father Hurley Interchange. These recommendations are intended to reduce congestion at the intersection of Father Hurley and Crystal Rock Drive, and minimize commercial traffic on Kinster Drive.

In previous comments, MCDOT had cautioned that that the Dorsey Mill Interchange would be too close to the existing interchange at I-270 and Father Hurley Boulevard/Ridge Road, and recommended that MNCPPC work with the State to examine the issue. MCDOT believes that implementation of ramps to/from the north would likely require reconstruction of the northern Father Hurley Boulevard/Ridge Road ramps and installation of collector-distributor roads between the two interchanges. After discussion with the State, MNCPPC determined that the Dorsey Mill interchange would likely not meet Interstate Access Point Approval requirements. Given that, we question why this interchange is reflected in the plan.

### Observation Drive

The Executive Branch concurs with the Plan's recommendation to construct Observation Drive as a north-south connection through the Montgomery College District. However, as we indicated in our comments to the Planning Board, we support an alignment that avoids major pedestrian crossings between housing and the college campus and one that enables current plans of Montgomery College both for future buildings and for its technology center to be implemented. In addition, consideration should be given to the impact of the Plan's alignment on Gunners Branch as well as the impacts on the steep slopes in this area. Montgomery College Germantown has offered to preserve extensive forest acreage on its site and has offered an alternate alignment. Additional discussion on the impact of the proposed location of Observation Drive is included below in the discussion about Montgomery College.

### County Road Code Design Standards

There are many instances where streetscape and road design features are specified that are not consistent with the Road Code standards. Master/Sector Plans should use existing and approved road standards.

The plan contains multiple references to "compact, walkable, pedestrian-friendly streets with continuous building lines" which based on the draft Design Guidelines translates to narrow streets, tight turning radii at intersections, and poor access around and to the rear of buildings. To insure that the MCFRS does not have difficulty traversing the streets during emergency responses, we recommend that the Plan require all modified street standards to meet fire department access requirements per National Fire Protection Association (NFPA) Standard #1, Chapter 18, as well as the new County Road Code.

### STAGING

A staging plan with infrastructure and other public facilities constructed early is most desirable, as learned in Clarksburg. The Plan recommends a staging process for development of this sector of Germantown. The Executive Branch strongly supports the staging of development. It is critical that density be released at the same time that commensurate infrastructure is provided or fully funded for implementation. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. A transportation analysis for each stage of development should be included to ensure Transportation and Land Use Balance.

Careful attention must be given to the specific elements of the staging plan. As proposed, the staging plan would require transportation infrastructure improvements to be completed before much of the proposed development can occur. Some of these improvements are not in the County CIP or are not in the control of the County as to funding and timing. While the infrastructure staging element is critical, care must be taken so that the realization of the Master Plan's vision for Germantown as a transit-oriented, mixed-use community is able to be realized. In addition, there should be a clear nexus between the development and the staging elements. This may mean that staging elements will need to be different depending on when and where development occurs.

In order to successfully maintain the newly expanded Town Center, some type of funding mechanism will be required. The draft Plan envisions an Urban Service District (USD) and requires this as a Stage I element; however such districts have been primarily supported by parking district revenues out of necessity. A 2005 evaluation of a USD in Germantown indicated that the tax base was not adequate to support the desired level of service. Due to its current size, density, mix of occupants, and lack of any local parking district revenues, Germantown Town Center does not have the capacity for the urban district model used in other areas of Montgomery County. Until the density is in place a USD would require contributions from a number of large

corporate employers and a mixture of funding sources with a substantial portion possibly coming from the County's General Fund. Further work is needed on this to determine if it may be feasible to implement a USD that provides limited services initially. Requiring the USD before development may discourage property owners from building as quickly as they planned; especially during this current economic market. The Executive Branch recommends that the Plan address the establishment of the USD in a manner that is workable for the Executive Branch implementing agencies and other stakeholders in the process and that it not be a Stage I requirement. It will need to be created but the timing and level of services it will provide is a function of the funding needed to support it.

## **MONTGOMERY COLLEGE**

The Germantown Campus of Montgomery College is an important public institution in Germantown and a crucial part of the education system for the entire County. The capacity for future expansion on this campus is critical. The Rockville and Takoma Park campuses of Montgomery College have limited capacity for future expansion making the Germantown Campus even more important for the future of Montgomery College.

The Executive Branch agrees with Montgomery College on the importance of the College's ability to implement its plans for the future to deliver and grow higher education opportunities and effectively provide workforce development. Some of the important issues raised by the Plan are:

- 1) The extension of Observation Drive – This has already been addressed, but this roadway is the main access through the campus and needs to serve the business park that will enhance the educational mission of the College. On the other hand, it is important to protect large stands of mature forest. A reasonable balance needs to be struck so that the needs of the College for its Science and Technology Park as well as its campus are met while being sensitive to and protecting the environment. The Plan recommends preserving 50 acres as a forest reserve. The College has recommended a 30-acre forest reserve. More discussion on this issue is needed.
- 2) I-3 Zoning -- The I-3 zoning recommended in the Plan should be re-evaluated to ensure that an appropriate zone for the campus that will permit development of the campus and the technology park to create the kind of synergy that has developed in the Shady Grove area using the Life Sciences Center Zone.

## **WATER AND SEWER SERVICE**

The Executive Branch recommends that the Plan include additional information about water and sewer service and infrastructure. The Plan should acknowledge that this portion of the County is intended to use public water and sewerage systems consistent with the planning and policies adopted in the Comprehensive Water Supply and Sewerage Systems Plan. WSSC

provides community water and sewer service in the master plan area. A few properties within the Plan area still use individual on-site wells and septic systems; however, the Plan should recommend that all of these properties should be approved for and eventually receive public water and sewer service. Additionally, the Plan should state that a substantial portion of the Plan area lies within the Little Seneca Creek watershed and drains directly to Little Seneca Lake, and that the lake serves as, among other things, an emergency drinking water source for users of the Potomac River, including WSSC.

## PUBLIC FACILITIES

### Fire Station 29

Mixed-use development and public open space are proposed immediately adjacent to the fire station. Mixed-use development, including high-density residential occupancies, near the fire and police station would add to the vehicular and pedestrian traffic near both stations, and potentially have a negative impact on response time. Residential use on that block would likely result in complaints about noise from the emergency vehicles next door.

Fire and Rescue Services is also concerned about the suggestion that Aircraft Drive and Crystal Rock Drive be changed to a one way pair. This would directly impact the access of emergency vehicles.

The draft Plan shows public open space immediately to the rear (west) of the fire station over an area that is presently used by Station 29 units to access Crystal Rock Drive from the rear-facing bays of the station. The Executive Branch notes that such public open space would cut off this important access to Crystal Rock Drive and strongly recommends that the public space not be placed in this location unless a street access plan for emergency vehicles is maintained.

I am pleased to have the opportunity to provide you with Executive Branch review comments on the Planning Board Draft of the Germantown Employment Center Sector Plan. Executive Branch staff is available to assist you as you deliberate the future plan for the Germantown Employment Center.

We look forward to working through these planning issues with the County Council, Planning Board and the community to ensure that a sustainable, successful and implementable plan is achieved for Germantown.

TLF:dar

Attachments 1 – 4

March 20, 2009

TO: Diane Schwartz Jones, Assistant Chief Administrative Officer  
Office of the County Executive

Gary Stith, Deputy Director for Planning and Special Projects,  
Department of General Services

FROM: Edgar Gonzalez, Deputy Director for Transportation Policy  
Department of Transportation

SUBJECT: MCDOT Comments on the Planning Board Draft of the Germantown  
Employment Corridor Sector Plan

The purpose of this memorandum is to transmit the Department of Transportation's comments on the Planning Board Draft of the Germantown Employment Corridor Sector Plan. A separate list of technical and editorial comments will be transmitted directly from MCDOT staff to MNCPPC staff. Major transportation policy issues include the following:

- 1) Lack of Land Use/ Transportation Balance
- 2) Expansion of Urban Areas Beyond Those Defined in the Road Code
- 3) The Design Guidelines
- 4) The Sector Plan's Blanket Reliance on Travel Demand Management (TDM) in lieu of Intersection Widenings
- 5) Questionable TDM Goals and Assumptions
- 6) Inclusion of the Eastern Alignment of the Corridor Cities Transitway(CCT)
- 7) Pedestrian Safety Concerns

These core issues and related concerns are discussed below. The Department has met several times with MNCPPC staff to address MCDOT concerns and we are awaiting additional information.

## I. Germantown Employment Corridor Sector Plan Core Transportation Policy Issues

### 1) Lack of Land Use / Transportation Balance

MCDOT is concerned that the plan does not produce continuous transportation/ land use balance under the current Growth Policy Standard. Localized congestion problems include 11 intersections with congestion levels that exceed the Growth Policy standard, and five intersections that are approaching the Growth Policy Standard. By 2030, the Plan achieves PAMR balance.

The Plan recommends a staging process for development of this sector of Germantown. ***MCDOT strongly supports the staging of development.*** It is critical that density be released at the same time that commensurate infrastructure is provided or programmed to be implemented in accordance with current rules. At the same time, it is critical that the plan envision densities high enough to provide strong support for the CCT. MCDOT is looking for the detailed transportation analysis for each stage to determine Transportation/Land Use Balance. ***MCDOT requests inclusion in the Plan of the transportation and land use assumptions used to run the model for each stage and the end stage of 2030.***

The Planning Board has repeatedly signaled that would like to move away from the current Growth Policy Standards in order to achieve higher densities in transit areas. Whereas this is a laudable goal, it is being done at the cost of greater congestion. This will be a topic of debate as the Germantown Sector Plan, the Growth Policy and the White Flint Sector Plan move through the Council this year.

### 2) Expansion of Urban Areas Beyond Those Defined in the Road Code

MCDOT notes that the Road Code sets geographical boundaries for defined Urban Areas. Higher levels of congestion are tolerated in urban areas, based on greater levels of transit service provided.

***MCDOT opposes the expansion of the Urban Area in the Germantown Employment Corridor Sector Plan.*** Decisions to expand the urban areas should be implemented through changes to the Context Sensitive Design Standards, where the urban areas are defined. The current proposal in the plan would shift the authority from the County Council to the Planning Board, with a much more limited role by the Executive Branch. MCDOT believes that even if this was desirable, which is not, an Amendment to a Master Plan is not the vehicle to approve such changes in authority.

### 3) Design Guidelines and Streetscape Plan Are Not Subject to Council Review

As presented, the Germantown Design Guidelines and the Germantown Streetscape Plan, unlike the Sector Plan itself, are not subject to Executive review and Council approval. MCDOT notes that the Chapter 49 of the County Code, and specifically the Road Code, governs the classification and other elements of the highway system. MCDOT asserts that the proposed Design Guidelines and the Streetscape Plan would conflict with the Regulations on the Context Sensitive Design Standards, recently approved by Council. The proposal in this plan will result in confusion for all stakeholders throughout the development process, as there would be differences on Council approved Standards and Planning Board approved Guidelines. There is no proposed mechanism for resolving disputes between the competing documents.

***MCDOT suggests that if the Design Guidelines are desired, they should be developed as an amendment to the Context Sensitive Design Standards, under the lead responsibility of the Executive Branch.*** The Planning Board staff would participate and provide input, but Regulation modifications should be led in the Executive Branch. The process would involve also the different agencies in the Executive Branch that participated in the process of developing the Regulations for the new Standards. Ultimately, there is the need for County Council approval, as called for under Method 2 Regulations. Final authority should be the County Council.

MCDOT further notes that the Planning Board is in the process of providing Design Guidelines for White Flint, Gaithersburg West, and retroactively for Twinbrook. As Germantown is the first plan with Design Guidelines to reach the Executive and Council Review stage, it will set a precedent for this new initiative. The Executive Branch should support the legal authority we currently have through the County Code and Executive Regulation for design and operational issues involving the public right-of-way.

### 4) Recommendations for Congested Intersections: TDM in lieu of Widening

The Sector Plan recommends that Travel Demand Management (TDM) serve as the first priority for addressing congestion. It further states that in urban areas and transit station areas, intersection widening should be considered *as a last resort* to best preserve transit-oriented development along the CCT.

MCDOT notes that measures such as carpools and vanpools, despite very aggressive efforts by staff and funding support, have proved their limitations in reducing vehicular traffic over time. Therefore it is MCDOT's position that relying on TDM rather than intersection improvements to reduce congestion is likely to fail.

***MCDOT recommends that MNCPPC drop from the plan the notion of “widening as a last resort”, as well as all prohibitions from implementing specific intersection improvements, such as “hot-rights”.***

5) Travel Demand Management (TDM) Goals and Assumptions

MCDOT requests greater clarity regarding what the Travel Demand Management (TDM) goals are, and how they are to be achieved.

- a) Appendix 14, page 104 states the current non-auto driver mode share (NADMS) among employees in the Sector Plan area is 18 percent. ***MCDOT requests clarification of the basis for that statement***
- b) The Sector Plan indicates an area wide achievement of 25 percent NADMS was used as an assumption in the local area traffic modeling. However the plan does not state that 25 percent NADMS among employees is the goal for this area. Using a larger NADMS results in a reduced number of trips in the model, and therefore better levels of service for the transportation network; that could in fact occur. ***MCDOT recommends that the plan provide more specific information regarding TDM assumptions.***
- c) ***MCDOT recommends that the Sector Plan indicate what the specific parameters are for how the TDM measurement or goal will be determined – e.g., is this goal (if it is the goal) to be determined based on employees commuting during the peak hour or peak period; by what point is this goal (if it is one) to be achieved? In general the plan is quite vague about the role of TDM, though it mentions it is important.***
- d) The Staging chart contained in Part 5 appears to contain different assumptions about TDM than elsewhere in the text. It states that before Stage 1 can begin, “An annual monitoring program [must be] developed for non-driver mode share. vehicle miles traveled.” ***MCDOT requests clarification.***
- e) The Staging chart indicates that in order for Stage 2 to proceed, funding for the CCT segment from Metropolitan Grove to the Germantown Transit Station must be included in the CIP or CTP. However, another requirement for Stage 2 to proceed is that the “Non-driver mode share [has] increased to 21 percent in the previous 12 months.” ***MCDOT recommends that the plan clarify what strategies or provisions would be in place prior to existence of the CCT which would result in a three percent increase in the NADMS in this area over this period of time – and why only the prior 12 months is of concern. MCDOT further recommends that the Sector Plan explicitly state that increasing the NADMS from 18 percent to 21 percent is a significant improvement – about a 17 percent improvement in the percentage of commuters using alternative modes.***

*Travel Demand Management continued*

- f) In Appendix 9, Environmental Resources Analysis, there is a very brief mention of the need to “provide transit incentives to minimize single occupant vehicle travel.” (p. 66). This appears to be the only mention of the importance of these types of programmatic measures, though it is not clear as to who the plan intends should provide the incentives. **MCDOT recommends that the Sector Plan clarify that developers and employers would be expected to provide these types of incentives and participate in other programmatic measures as conditions of development approvals.***

**6) Two CCT Alignments**

The Sector Plan currently shows both the western and eastern alignments of the CCT. The State of Maryland’s CCT study shows only the western alignment that crosses Dorsey Mill Road. It does not seem realistic that the eastern alignment can be built by 2030 when it is not even included in the State’s study.

In addition, the western alignment alone is a lower cost plan than the dual alignment, and it goes through the higher density portion of Germantown. Including the second alignment west of I-270, and the additional crossing of I-270, would increase both the construction and operating costs for the CCT, rendering the MMCDOT proposal more costly and less competitive for Federal funds at the national level. It is very unlikely that an additional eastern CCT will be cost-effective. The east side of I-270 can be served by local buses to the CCT and the MARC station, and express buses to the Shady Grove Metro Station. MNCPPC indicated that both alignments should be included in the Plan in order to articulate the overall vision of the Plan.

***MCDOT recommends showing only the western alignment of the CCT in the Plan. MCDOT could support inclusion of what is currently the eastern leg of the CCT if it is described as “a high quality transit option that is not the CCT.”***

**7) Pedestrian Safety Concerns**

***MCDOT supports the expansion of the pedestrian network in the plan. MCDOT requests greater specificity regarding pedestrian facilities such as interconnected pedestrian pathways and safe crossings, in addition to the comments below:***

*Pedestrian Safety Concerns continued*

a) Pedestrian Connections

The Plan recommends short blocks. MCDOT concurs and notes that this eliminates the need for mid-block crossings. For safety reasons, the Plan should eliminate mid-block crossings on boulevards.

b) Pedestrian- Friendly Intersection Design

MCDOT supports pedestrian-friendly intersections but notes that such intersections can be accomplished even with widenings of intersections by including refuge islands and other defined features. Intersections not only serve pedestrians but also serve buses, emergency vehicles, delivery vehicles, bicyclists and cars.

c) The Need for more Transit, Pedestrian and Bikeway Connections for Montgomery College, MARC and other key locations

***MCDOT recommends a greater focus in the plan on multi-modal connections to Montgomery College. MCDOT further recommends the Sector Plan include a recommendation to link the United States Department of Energy to the proposed Town Center CCT station.***

II. Additional Transportation Issues

In addition to the core transportation issues outlined above, MCDOT has identified the following transportation issues:

1) Other CCT issues:

- a) MCDOT supports the elimination of the Middlebrook CCT station. That proposed station is isolated from the residential population.
- b) MCDOT notes that the plan proposed recreation and day care in transit station areas. MCDOT notes that more information is needed to determine whether these facilities should be incorporated into CCT station design or the responsibility of developers in the vicinity of the CCT stations.
- c) MCDOT recommends that the plan identify specific location(s) for additional commuter parking to serve the Town Center.

2) Conceptual Layouts for Transportation Improvements to Clarify Impacts upon the Community

***MCDOT recommends that the Sector Plan better illustrate the intersections that fail, and clarify the options to prevent each intersection from failing. To this end, MCDOT requested conceptual layouts for the interchange improvements which would better illustrate the impacts of transportation recommendations on the surrounding land uses and the community.***

Specifically, MCDOT asked MNCPPC to provide preliminary layouts for recommended transportation improvements superimposed on the existing land use. MNCPPC transportation staff noted that a similar product had been provided as part of the Shady Grove Plan, and committed to provide a best effort toward that type of layout for Council review of the Sector Plan.

3) County Road Code Design Standards

***MCDOT opposes the many instances where streetscape and road design features are specified, as inclusion of these items in the Plan violates the agreement with respect to the Road Code.*** Master/Sector Plans should use existing and approved road standards. A new standard needs to be approved by MCDOT and the Council before being added to a Master/Sector Plan.

One specific instance is under “Streetfront Retail Development” where the reference to 20 to 26’ wide sidewalks must be reconciled with the Design Standards. The reference to pole mounted or free standing signs on the same page should also be deleted as such signs are usually necessary for traffic Control (operational) purposes. Other instances are included in MCDOT’s technical/editorial comments transmitted directly from MCDOT staff to MNCPPC staff.

4) Proposed Street Cross Sections

***MCDOT opposes using the “Proposed Street Cross Sections” in the plan and supports using the Road Code instead. Again this inconsistency can create conflicts and confusion.***

5) Target Speeds

**MCDOT opposes MNCPPC’s identification of target speeds for non-residential roadways classified in the Plan.** Target speeds are included in the Road Code, which is much easier to amend than a Master or Sector Plan.

6) Circulator Bus

The Plan recommends a circulator bus for frequent service between the Town Center, MARC Station and transit neighborhoods. MCDOT notes that excellent bus service is already provided in Germantown. The recommended circulator bus service must be developed so that it does not overlap with the extensive Ride-On service existing in Germantown today. MCDOT notes that Phase I of the restructuring of Germantown Ride-On routes in 2005 resulted in good coverage of the Germantown Town Center Area. The plans for Phase 2 include route expansion to the west side over to the Soccer Plex, as well as to the east side of I-270. Phase I of the restructuring resulted in the Germantown

ridership rate exceeding that of the overall system. In Germantown, overcrowding continues to grow, and Park & Ride lots are at full capacity.

The plan mentions BRT and specifies a circulator bus and expanded access to MARC stations. An effective BRT requires dedicated bus lanes and/or priority treatment. ***At the present time, MCDOT does not think that the circulator bus and route expansions necessarily have to take place on dedicated lanes or with priority treatment.***

#### 7) Development and Parking at the MARC Station

The Plan recommends concentrating residential development near the station to enable patrons to walk to the station. Specifically, the Plan recommends mixed-use development on the property where MARC parking currently exists, with the inclusion of MARC parking in garages serving the planned new mixed-use development. ***MCDOT concurs with these recommendations as long as the current number of MARC parking spots is expanded as part of the development.*** The additional parking should be the responsibility of the MTA and included in the MARC development plans. Temporary MARC parking would have to be provided during construction. Finally, the Plan notes that MARC will build additional parking near the MARC station by 2015. MCDOT is not aware of these plans. So we request that the plan document the specific program funding this assertion.

#### 8) Aircraft Drive and Crystal Rock Drive Street Circulation

***MCDOT opposes the recommendation to change the circulation pattern at Aircraft and Crystal Rock Drives to one-way couplets as operational recommendations which are outside the purview of Master Plans.*** The Plan recommends operating Crystal Rock Drive as one-way northbound between MD 118 and Aircraft Drive. This is intended to allow for a longer queue for traffic from I-270, as well as bus door access on the right side adjacent to the Transit Center as buses circulate around the Bellmead Property and the transit station. The plan further recommends operating Aircraft Drive as one-way southbound between Crystal Rock and MD 118. This is intended to eliminate additional turning movements on MD 118. MCDOT is concerned about the access and mobility of emergency response equipment from the Town Center Fire Station.

#### 9) MD 355 & Urban Network Alternatives

MCDOT supports the Plan's street network goals which include serving regional and through traffic with highways, filling in a complete network of local roads, accommodate exclusive transit routes, and creating pedestrian and bike routes that create a range of transportation alternatives.

The Plan retains the recommendation for a grade-separated interchange at MD 355 and MD 27. Grade-separated interchanges at MD 355 and Middlebrook Road, and MD 355 and MD 118 are added. In this context, the Plan supports further study of one-

way couplets as urban network alternatives to grade-separated interchanges. This urban network alternative consists of a pattern of at-grade, one-way couplets around a town square feature. Planning Board Staff has conducted a preliminary analysis of this alternative and concluded that this approach could provide capacity comparable to the proposed at-grade interchanges. The Plan suggests further study of this concept as a supplemental effort to this plan, or as part of a project planning study.

***MCDOT opposes the recommendation for Urban Network Alternatives in lieu of interchanges included in the Master Plan, in addition to the Master Plan recommendation to study these alternatives. MCDOT supports Master Plan recommendations based on conclusions of studies, and opposes the mention of possible alternatives in a Master/Sector Plan.*** If the Urban Network Alternative is a better alternative to an interchange, then propose it now. Master/Sector Plan recommendations should be buildable and operable, since they guide our orderly and smooth development process. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan.

10) M-83

M-83 is outside of the study area. The Plan assumes the construction of M-83 as part of the regional transportation network. MCDOT's M-83 study is expected to be completed in early 2011. Language in the Plan highlights an alternative to M-83 under study by MCDOT staff, involving MD 355. This alternative, proposed by MNCPPC staff, involves increasing the ROW along MD 355 from the current 150' ROW to a 250' ROW that can include BRT. ***MCDOT opposes inclusion of this alternative in the Master Plan, as well as the accompanying expansion of the ROW on MD 355 to 250'. Alternatives should be studied before they are included in a Plan. Master/Sector Plan recommendations should be buildable. If changes are required in the future based on further studies, the County must go back and amend the Master/Sector Plan. The plan should clearly state what assumption was made in the traffic forecast used in this Plan for M-83.***

11) I-270

The plan recommends a partial interchange to and from I-270 N. at Dorsey Mill Road or a revision to the Father Hurley Interchange. These recommendations are intended to reduce congestion at the intersection of Father Hurley and Crystal Rock Drive, and minimize commercial traffic on Kinster Drive.

In previous comments, MCDOT had cautioned that that the Dorsey Mill Interchange interchange would be too close to the existing interchange at I-270 and Father Hurley Boulevard/Ridge Road, and recommended that MNCPPC work with the State to examine the issue. MCDOT believes that implementation of ramps to/from the north would likely require reconstruction of the northern Father Hurley Boulevard/Ridge Road ramps and installation of collector-distributor roads between the two interchanges. After discussion

with the State, MNCPPC determined that the Dorsey Mill interchange would likely not meet Interstate Access Point Approval requirements.

- a) *MCDOT recommends that the Dorsey Mill interchange be eliminated from discussion in the Plan.*
- b) *MCDOT requests a detailed drawing showing how the recommended revision to the Father Hurley Interchange would work. MCDOT further recommends that MNCPPC get an initial reading from the relevant State and Federal agencies, as was done with the Dorsey Mill Interchange.*
- c) *MCDOT notes that a roadway bridge on Dorsey Mill Road across I-270 is currently programmed in Facility Planning. MCDOT has had a preliminary discussion with a developer who may be willing to fund the bridge. This bridge does not include the transitway.*

12) Observation Drive

*MCDOT concurs with the Plan's recommendation to construct Observation Drive as a north-south connection through the Montgomery College District. We support a peripheral alignment such as the one preferred by the College, which avoids major pedestrian crossings between housing and the college campus. In general, Montgomery College Germantown should be the driving force behind determining the alignment through its own campus. Pedestrian safety should be a major factor in determining the final alignment.*

13) Proposed ROW Reductions

*MCDOT opposes the recommendations to reduce the ROW widths of the following roads. If a road is already constructed it does not make sense to give up ROW.*

<u>Road</u>	<u>Limits</u>	<u>Current MP ROW</u>	<u>PB Rec.</u>
Father Hurley	Crystal Rock to I-270	150'	120'
Observation Drive	Dorsey Mill Rd to Germantown Rd.	150'	100'

14) Proposed Reduction of Travel Lanes on Crystal Rock Drive

*MCDOT opposes the recommendation to reduce travel lanes on Crystal Rock Drive to create a 50-wide linear, landscaped open space and greenway along Crystal Rock Drive for recreational use and to provide access to Black Hill Regional Park. The travel lanes along Crystal Rock Drive will be needed. If access to the Park is important, a different solution must be found.*

15) MCDOT Recommended ROW Increases to Support the CCT

***MCDOT recommends increasing ROW widths for the following road segments to accommodate the CCT.*** MCDOT recommends that the Transit ROW be 150' instead of the 130' listed on pages 66 – 67 of the Plan. The Master Plan's proposed ROW for the Transitway should be based on a light rail scenario including a sidewalk and a bike path, and specifically the design considerations in the ongoing CCT study. This ROW will provide the maximum flexibility to design a transitway without acquiring additional ROW.

<u>Road</u>	<u>Limits</u>	<u>PB Rec</u>	<u>MCDOT Rec</u>
Century Blvd	Dorsey Mill to Kinster Dr.	130'	150'
Century Blvd.	Kinster Drive to Aircraft Drive	130'	150'
Century Blvd.	Aircraft Drive to Crystal Rock Drive	130'	150'

16) Roadway Network Map (page 29)

- a) ***MCDOT recommends that the Sector Plan recommend reducing the skewed angle of the intersection at Waters Road with Wisteria Drive in conjunction with future development.***
- b) ***MCDOT recommends showing the alignments of B-16 (Bowman Mill Road), MA-4 (Cider Press Place).***

17) Crystal Rock Drive from Middlebrook Road to Germantown Road (p. 31 - MA-1)

MCDOT recommends that Crystal Rock Drive between Middlebrook and Germantown Roads (MA-1) is a privately maintained road and should remain so.

18) Street Classification Issues

***MCDOT recommends that, consistent with the discussion and classification of the Road Code, the Sector Plan should not recommend street classifications which are not already in the Road Code.*** The Road Code should incorporate classifications and design features before they are presented in a Master Plan and accompanying documents. The Design Guideline includes 4 types of streets that are not classified in the Road Code. These street types listed on page 13 include Boulevards, Main Streets, Local Streets, and Greenways.

Additional Street Classification Issues are outlined below:

- a) MCDOT recommends a more consistent approach to the proposals for minor arterials: the 3 proposed streets each have different cross-sections and operational characteristics; ***MCDOT does not support classifying any of these streets as minor arterials.***
- b) ***MCDOT notes that B-19 (the new road between Century Boulevard and Crystal Rock Drive) may be difficult to implement because it appears to impact existing developed commercial properties.***
- c) ***MCDOT supports reclassifying the industrial streets to business streets as long as their dimensions meet or exceed the approved dimensions for context sensitive roads.***
- d) ***MCDOT recommends the plan confirm the proposed extension of Waters Road to Germantown Road will intersect opposite Bowman Mill Drive.***

#### 19) Bicycle Facilities

***MCDOT supports the expansion of the bicycle network in the plan.*** MCDOT recommends the following specific changes to bicycle network recommended and outlined in the Plan:

1. Page 26:
  - a. On all maps, please put as many road name references as possible. Lines on an empty space on a map are subject to many interpretations.
  - b. Text refers to Seneca Greenway, but is not identified on the map.
  - c. Text refers to missing bikeway from Pinnacle Drive to Celebration Way. Identify the bikeway reference number.
  - d. Text references M-83 but map does not reference it.
  - e. Text should refer to the Bicycle System Implementation Section list.
  - f. PB-3 line on map should be continued to connect with SP-69 at PB-15.
  - g. PB-2 and PB 4 should be Shared Use Paths as they connect to all paths.
  - h. PB-22 is a critical link between PB-37/SP-66 and SP-63. It should be a Shared Use Path.
  - i. PB-37 – Consider possibility of bike lanes.
2. Page 28: Street Cross Sections do not provide for separate bike paths, they just show sidewalks, except for the greenway.
3. Pages 70-72:
  - a. Header in Table should say Master Plan Bike Route “Number” instead of #2.

- b. Bolding in Table is inconsistent.
- c. Page 72 refers to Seneca Meadows Road – Should it be ‘Parkway’?”

4. Technical Appendices:

- a. Page 114 – Typeset on map is so small as to be illegible. Map should refer reader to Table that explains Bikeway numbers.
- b. Page 116 – Map should identify the roadway names on the eastern and western edges.
- c. Page 120 – Bicycle Beltway should be in place prior to any development approvals. Map should include an access from Crystal Rock Drive to Middlebrook Road paths such as MD 118.

20) Creation of an Urban District for Germantown

The Plan supports the creation of an Urban District to finance and maintain infrastructure and possible bus circulator service in Germantown. ***MCDOT supports establishment of an urban service district responsible for maintenance of existing and proposed streetscaping within the County rights-of-way. MCDOT notes that in other urban areas of the County, the existing Urban Maintenance Districts are funded through subsidies from parking revenues. MCDOT recommends that the Plan identify a source of funding for the Urban Maintenance District, beyond the private contributions currently envisioned. MCDOT further recommends that an Urban District be created simultaneously with the plan.*** Without one, the vision of Germantown outlined in the plan cannot be implemented and maintained.

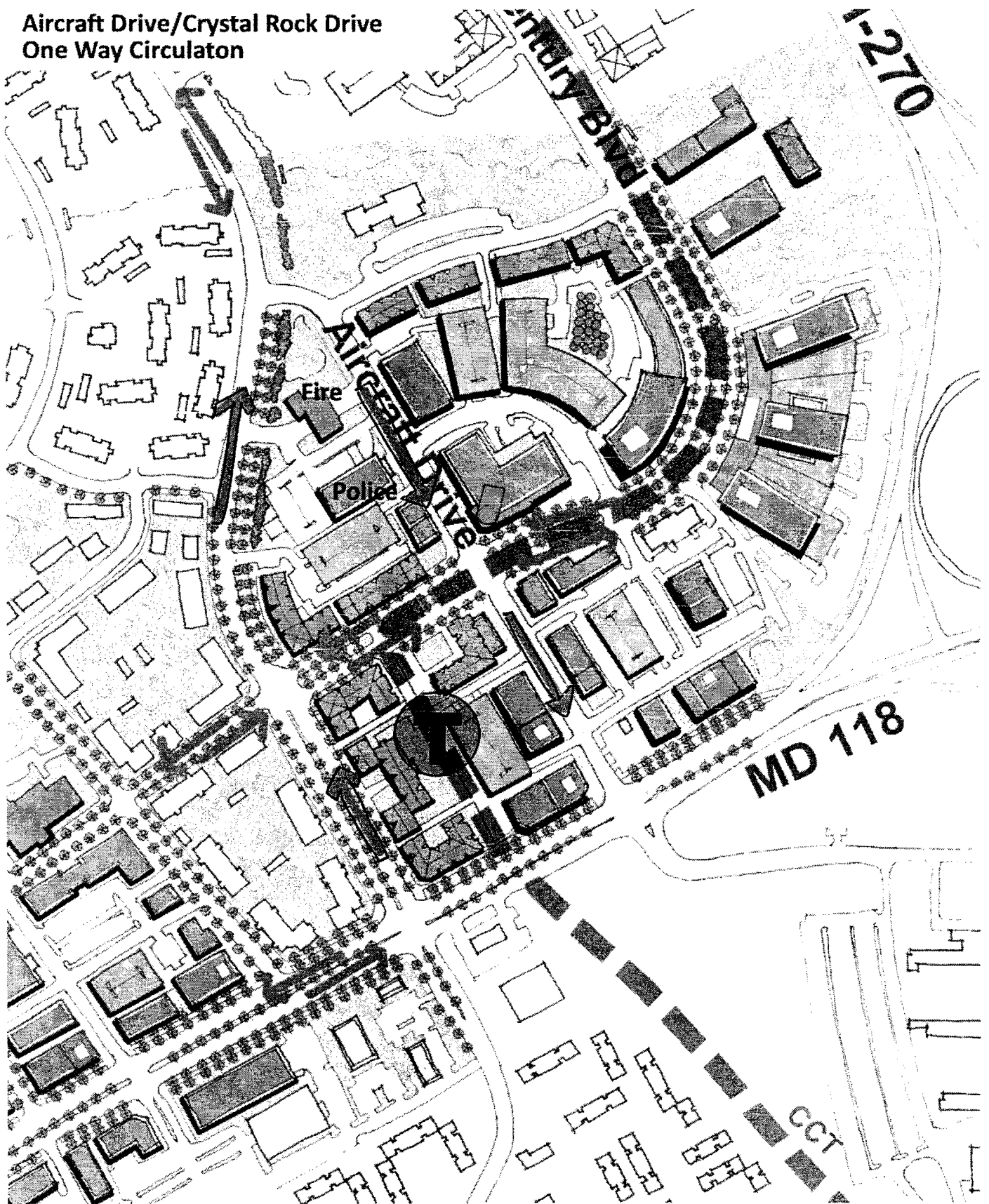
21) Parking

The plan states “Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. Projects should include flex cars and spaces, use structured parking and screen parking from the street.” MCDOT recommends that the plan identify specific locations for parking.

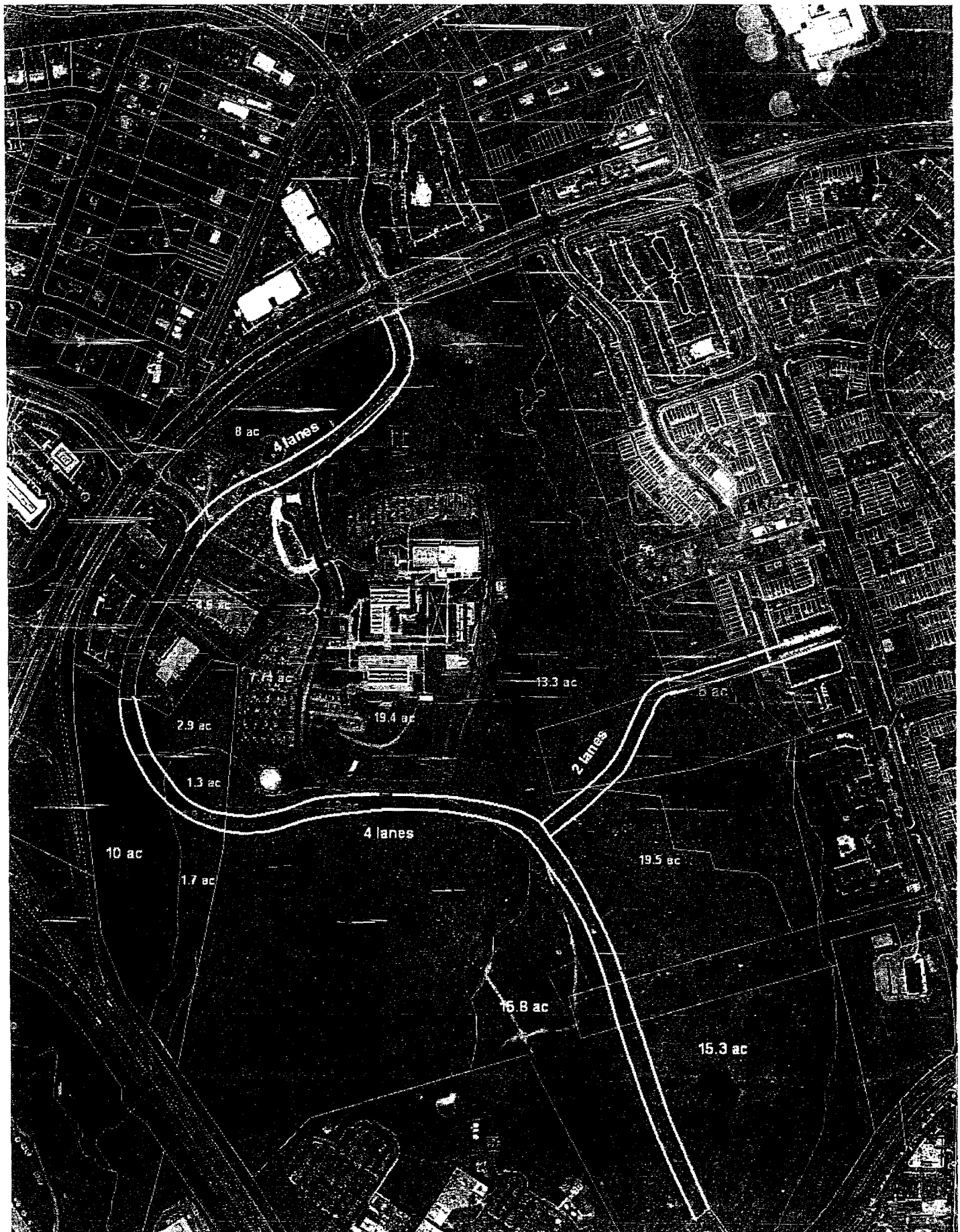
22) Parking at the Transit Center

The Technical Appendix states that “additional parking is currently needed near the transit center and will be needed in the future with the Future CCT.” The current demand for parking of transit passengers at the Germantown Transit Centers is greater than the number of available spaces. ***MCDOT recommends that the Plan incorporate provision of parking for transit commuters.***

**Aircraft Drive/Crystal Rock Drive  
One Way Circulation**



## West Alternative 2



MONTGOMERY COLLEGE  
Germantown Campus  
Office of the Vice President and Provost

June 10, 2009

TO: Ms. Marlene Michaelson  
Senior Legislative Analyst  
Montgomery County Council

FROM: Hercules Pinkney, Ed.D. *Hercules Pinkney*  
Vice President and Provost

SUBJECT: Follow-up Information – Montgomery College District

This is follow-up to your May 28, 2009, meeting with Bill Campbell and Steve Poteat (Montgomery College), Bryant Foulger (Foulger-Pratt), Bob Dalrymple (Linowes & Blocher), and Eileen Cahill (Holy Cross Hospital) in which you requested more information on issues pertaining to the Montgomery College District and the Science & Technology Park ("the Park") in the draft Germantown Sector Plan ("draft Plan"). Specifically, you requested Montgomery College's comments on the draft Plan as it relates to Cider Press Place, Zoning, Development Staging, and Urban Design Guidelines specific to the Montgomery College District. Our responses are below.

**A. Cider Press Place**

You will recall that the April 24, 2009, joint action of the Montgomery County Council's Education Committee and the Planning, Housing, and Economic Development Committee on the location of Observation Drive extended required the redesign of the Park. Toward that end, Montgomery College took a closer look at the draft Plan's proposed connecting road – Cider Press Place – between Observation Drive extended and MD 355 and has identified the following significant problems:

1. Cider Press Place is currently constructed on a 50-foot right-of-way as part of the Orchard Run development. As the attached photos show, there are 17 townhouses facing the road, with all 17 driveways connecting directly onto Cider Press Place. If reconstructed as a minor arterial road with a 70-foot right-of-way, as is presently recommended in the draft Plan, some homes would be as close as 13 feet to the road. That would be a very dangerous mix of excessive traffic and homeowners within a very narrow and confined space.

2. Because of the existing development along MD 355, there are no safe direct outlets from the Germantown Campus to MD 355. As well, any connector would require crossing the environmentally sensitive Gunners Branch, which civil engineers have told us would result in significant disturbance and at a prohibitive cost.
3. Requiring a Cider Press Place connection would seriously impede the College's ability to develop either the Germantown Campus or the Park in a cohesive and coordinated manner in the limited remaining amount of developable, non-environmentally challenged land.
4. The proposed road would have only right-in/right-out access to MD 355 and would offer limited utility as an access point. The College, Foulger-Pratt, and Holy Cross Hospital all agree that this road is not needed to support their respective planned uses.

Montgomery College strongly believes that a connection to MD 355 via Cider Press Place is unsafe and offers very little benefit. We urge the County Council to remove from the draft Plan the Cider Press Place connector from Observation Drive extended and MD 355.

#### **B. Zoning**

The draft Plan proposes an I-3 zone for the Montgomery College District (i.e., the area bounded by I-270 on the west, MD 118 on the north, MD 355 on the east, and Middlebrook Road on the south). However, Montgomery College believes that the concentration of businesses and institutions that focus on life sciences and technology present a different development scenario from a typical I-3-zoned business park and thus proposes the Park be reclassified to the Life Science Center (LSC) zone.

A key factor in the success of the Park will be the ability to market the specialized focus of an LSC zone. Accordingly, as we move toward the development of the Park, we believe the current LSC zone (with the modifications as generally proposed through the Gaithersburg West Master Plan Amendment) recognizes and promotes the specialized and unique purpose of the Park and would be a vital element for Montgomery College and Montgomery County in achieving our collective vision for the Park.

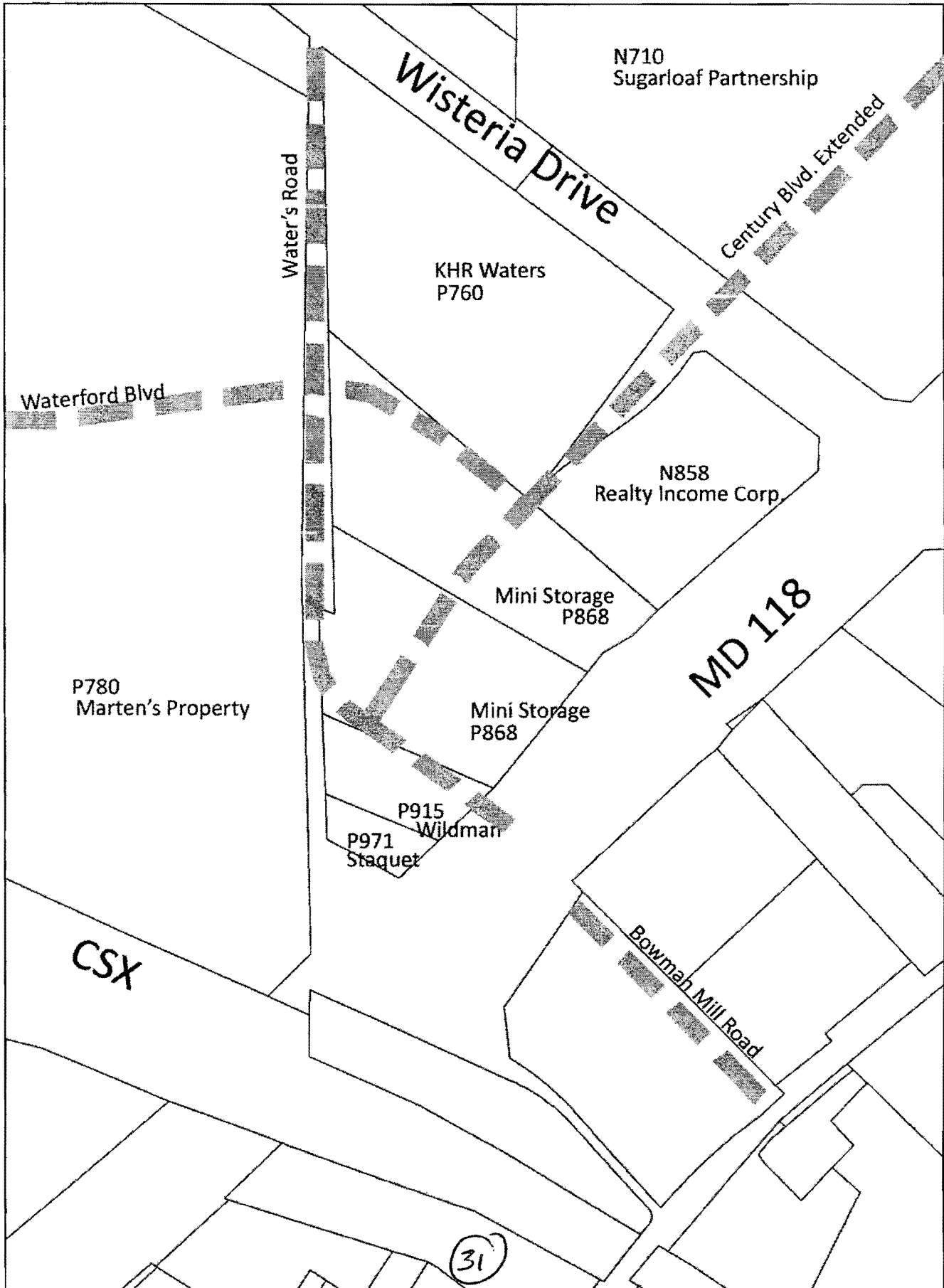
Specifically, Montgomery College believes an LSC zone would be more appropriate for the following reasons:

1. As you are aware, Foulger-Pratt Companies won the development rights for the Park. After years of trying to secure an anchor tenant, Foulger-



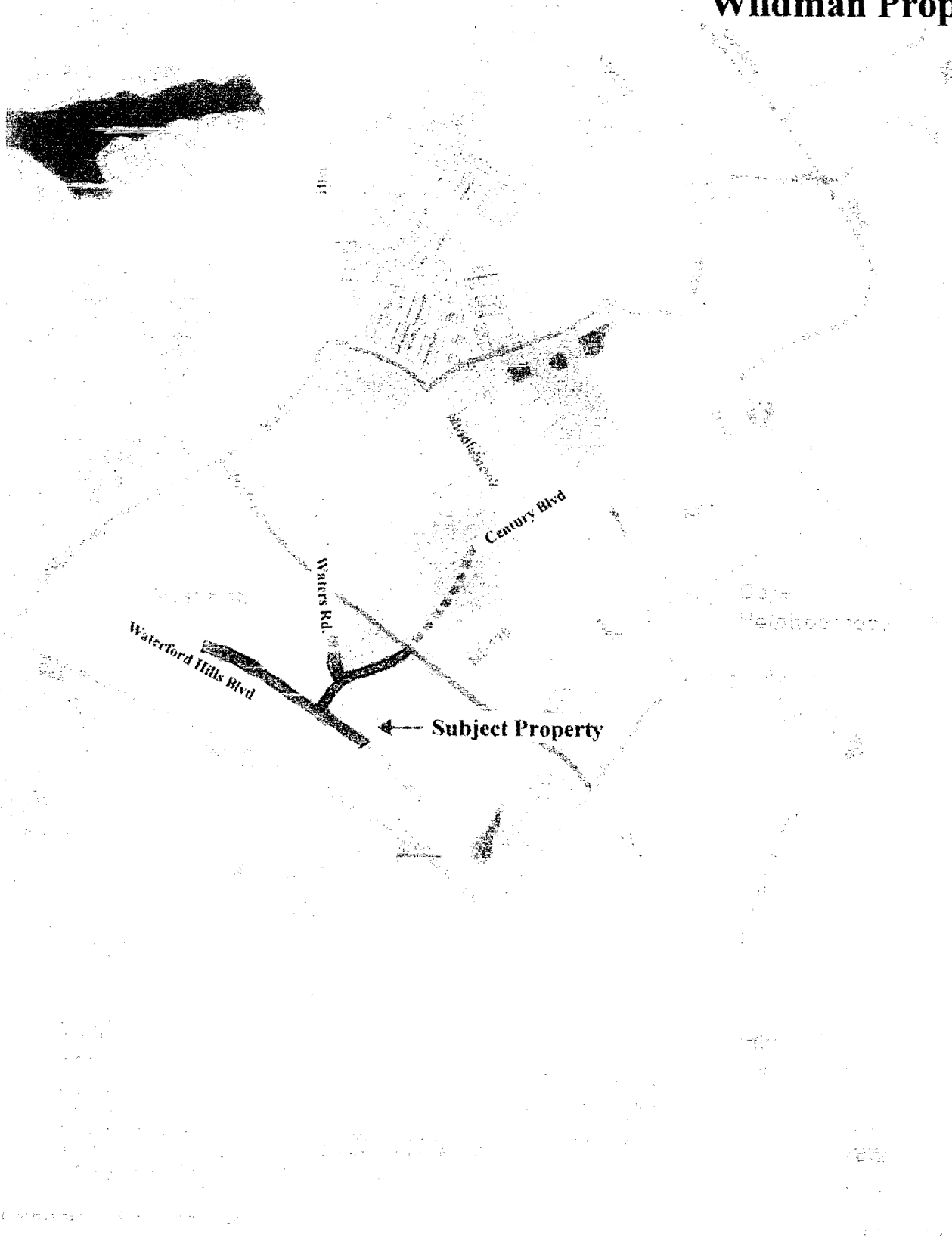
30

# West End Proposed Street Network



Local Center Proposed Land Use


**Wildman Property**



PHED COMMITTEE #1  
June 22, 2009  
**Addendum**

## MEMORANDUM

June 19, 2009

TO: Planning, Housing, and Economic Development Committee  
FROM:  Glenn Orlin, Deputy Council Staff Director  
SUBJECT: **Addendum**—Germantown Employment Area Sector Plan, transportation elements

(This packet is a continuation of the main packet. Some of the attachments referred to are in the main packet.)

**10. Corridor Cities Transitway (CCT).** The CCT will be examined in detail over the next month. The Maryland Department of Transportation has released its environmental document for the I-270/US 15 Corridor (including the CCT), and held public hearings on June 16 and 18. The Planning Board is scheduled to review both the CCT and proposed highway improvements on July 6, and the Transportation, Infrastructure, Energy and Environment (T&E) Committee will follow with its review on July 13. The full Council will address this matter on July 21 and, if necessary, July 28, with the objective of crafting a joint Executive/Council position, and, if possible, a position that will also be shared by the Cities of Rockville and Gaithersburg, and perhaps by Frederick County and the City of Frederick as well.

It should be pointed out that the purpose and time-frame of the I-270/US 15 Study is shorter term than the master plan, however. The I-270/US 15 Study is geared to identifying a capital improvement that can be programmed and built in the near-to-mid term, so it is likely that it will not be as extensive as the improvement identified in a master plan.

The Draft Plan describes the CCT as either a light rail line or busway with five stops: at the Town Center, in the Cloverleaf District, in the North End District west of I-270, in the Seneca Meadows District, and at Dorsey Mill in the North End District east of I-270. North of the Town Center station the CCT would split into a western branch (serving the Cloverleaf and West North End stations) and an eastern branch (serving the Seneca Meadows station) before rejoining south of the Dorsey Mill station. The State's study does not include an eastern branch with its Seneca Meadows station. It does show a West North End station as a "future" station (beyond 2030, so not part of the project to be funded). The Draft Plan deletes a formerly planned station at Middlebrook Road, but the State's study identifies it as another "future" station.

The Executive and DOT recommend deleting the eastern branch, noting that it would add 1½ miles of transitway for only one station (Seneca Meadows), increasing both the capital and operating costs and making the project less cost-effective (see ©7, 17). They did not point out another disadvantage: that the frequency of service would be reduced to the Cloverleaf station and the “future” West North End station if some transit vehicles were directed to the eastern branch. However, this is more of an issue if the mode were light rail. Buses could be scheduled more frequently so as not to affect the frequency of the western branch line service. DOT also recommends deleting the Middlebrook station since it would be far from residential areas (©18).

**Council staff recommends retaining the right-of-way for the eastern branch in the Draft Plan.** Particularly if the CCT were a busway, the eastern branch could be used for more than service to the Seneca Meadows station; the bridge over I-270 could be used by local buses—and bicyclists and pedestrians—moving between the Town Center and Cloverleaf Districts to other points in the general Seneca Meadows/Milestone District.

**Council staff also recommends identifying a location for a “future” (beyond 2030) CCT station south of Middlebrook Road to serve Fox Chapel and Gunners Lake Village.** Without a Middlebrook Road station there would be no CCT stop between the Town Center—north of MD 118—and Metropolitan Grove, and some access to the CCT should be provided for the residents in these neighborhoods. The topography allows for a bike/pedestrian bridge from Fox Chapel (from near the corner of Archdale and Staleybridge Roads) over I-270 to a future station near Waring Station Road. The overpass might also be useful in helping the Board of Education set more coherent middle school and high school boundaries.

**11. Right-of-way width for CCT/Century Boulevard.** Part of the CCT route runs in the right-of-way of Century Boulevard between Crystal Rock Drive and Dorsey Mill Road. In this shared space the Draft Plan recommends a minimum right-of-way width of 130’. However, DOT has heard from MTA that a minimum of 134’ is needed for this cross-section, and generally a larger section will be needed for drainage and other ancillary facilities. DOT, therefore, is recommending a minimum right-of-way width of 150’ along this section of Century Boulevard, as is MTA (©33). **Council staff concurs with DOT.**

**12. Access from I-270 to Dorsey Mill Road or Father Hurley Boulevard.** Incorporation of direct access to the Dorsey Mill transit station to and from the north along I-270 is proposed. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access would facilitate intermodal connections between future managed lanes and bus services on I-270 and the transit service along the CCT. This access would also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial traffic use of Kinster Drive, and provide better access to businesses along Century Boulevard.

Intermodal access. The interchange would facilitate intermodal access between I-270 and the CCT. The CCT is currently planned to extend into Frederick County, but the current MDOT study northern terminus is at the COMSAT property in Clarksburg, where a park-and-ride lot is planned to intercept auto trips heading southbound in the morning via the proposed Little Seneca Parkway interchange with I-270.

The Clarksburg Master Plan envisions redevelopment of the COMSAT site and extension of the CCT so that a terminal station park-and-ride lot would not be appropriate at the COMSAT site in the long term. Similarly, the Germantown Draft Plan recommends that the Germantown Town Center, as the community's focal point, emphasize CCT access on walking and bus-access, rather than park-and-ride access. Park and ride access and intermodal access would rather be facilitated at the Dorsey Mill station, where the CCT crosses I-270.

General Purpose Access and Circulation. Access to and from the north on I-270 to the North End and Cloverleaf districts is provided by the Father Hurley Boulevard interchange. Century Boulevard and the CCT pass beneath Father Hurley Boulevard (the bridge structures are already in place) without any ramp connections; the 1989 Plan envisioned those connections to be via Crystal Rock Drive.

The 1989 plan configuration requires those who want to access the higher density development along Century Boulevard to cross over it going west on Father Hurley Boulevard and then loop back to the east along local business streets including Kinster Drive, which has subsequently developed as an entirely residential community. This looping movement is focused on the intersection of Father Hurley Boulevard and Crystal Rock Drive and would require additional turn lanes to accommodate. Planning staff point out that the looping movement also increases vehicle miles of travel. Direct access to and from the north on I-270 in the vicinity of Dorsey Mill Road would facilitate more direct access to the more highly developed CCT station areas along Century Boulevard. The Draft Plan would still "pass" Policy Area Mobility Review for year 2030 conditions without the I-270/Dorsey Mill Road interchange so the benefits of the interchange are localized, not a prerequisite for getting the overall transportation system to work.

Implementation Concerns and Opportunities. Property representatives in the vicinity of the Dorsey Mill CCT station were interested in obtaining access to both directions of I-270 from Dorsey Mill Road. Planning staff did not propose access to and from the south at Dorsey Mill Road due to the close spacing between Dorsey Mill Road and Father Hurley Boulevard. The direct access ramps just to and from the north at Dorsey Mill Road would be expensive, most likely \$30-50 million. Direct access to the south requires "braided" ramps, increasing the cost.

A new access point also requires obtaining an Interstate Access Point Approval from the Federal Highway Administration, a process that emphasizes the effect of a new access point on the interstate highway rather over the effect on the local street system. While any new access would benefit local circulation conditions, Planning staff does not believe it would relieve congestion on I-270.

For these reasons, the Maryland DOT indicated in fall 2008 that they were not interested in pursuing the concept as part of the I-270/US 15 Study. The proposal does not warrant incorporation into the current study, but would need to be a later add-on. The State Highway Administration has advised that the connections to Dorsey Mill Road would not be viable due to its short distance to the Father Hurley Boulevard interchange, and it recommends removing the connection from the plan. DOT concurs with SHA, and the Executive questions including the Dorsey Mill Road ramps in the plan given the State's position.

One opportunity may be to pursue a concept to reconfigure the Father Hurley Boulevard interchange to incorporate Dorsey Mill Road, in a manner similar to the I-270 Spur interchanges with Old Georgetown Road (MD 187) and Rockledge Drive at Rock Spring Park. Such a reconfiguration would provide the benefits described above and may be more feasible from an implementation perspective. The Planning Board adopted plan language that supports direct access, prioritizes the multimodal connectivity purpose, and provides greater flexibility to pursue a concept that is not strictly needed for land use transportation balance, but that would nevertheless have value in the long term.

**Council staff concurs with the Draft Plan.** There would be substantial benefit in securing access to and from the north on I-270, but if ultimately it cannot be achieved, the plan would still be in balance with land use.

**13. Minor arterials.** This sector plan is the first to designate certain roads as minor arterials, a new classification created by the Road Code bill in 2007. A minor arterial is an intermediate classification between arterial and primary residential street and is defined in the law as “a 2-lane arterial meant nearly equally for through movement for vehicles and access to abutting property.”

The Draft Plan recommends three roads to be classified as minor arterials: Cider Press Place from MD 355 to Observation Drive, Crystal Rock Drive from MD 118 to Middlebrook Road, and Kinster Drive from Century Boulevard to Crystal Rock Drive. DOT does not support classifying any of these streets as minor arterials because they have different cross-sections and operational characteristics (©24).

**Council staff concurs with the Draft Plan.** Within every classification there is a range of cross-sections and operating characteristics, but these three roads all meet the law’s definition as having 2 travel lanes, and would have the dual—and nearly equal—function of serving local and non-local traffic.

**14. Bikeways.** The planned bikeway network is mapped on page 26 and detailed in the table on pages 70-72 of the Draft Plan. **Council staff concurs with three changes recommended by DOT (©24), as follows:**

- **Extend PB-3 along Seneca Meadows Parkway east to the intersection of Observation Drive and Shakespeare Boulevard as a signed shared roadway (Class III Bikeway).**
- **Change the classification of PB-22 on Crystal Rock Drive between Middlebrook Road and MD 118 from a signed shared roadway (Class III) to a shared use path (Class I).**
- **Evaluate the feasibility of changing the classification of PB-37 on Crystal Rock Drive between MD 118 and Kinster Drive from a signed shared roadway (Class III) to bike lanes (Class II).**

FW: Century XXI, Cent

Page 1 of 3

Post-it® Fax Note 7671		Date	# of pages 3
To GLEN	From Gary Erenrich		
Co./Dept.	Co.		
Phone #	Phone # 7-7156		
Fax # 7-7888	Fax #		

Erenrich, Gary

**From:** Autrey, Thomas  
**Sent:** Tuesday, October 16, 2007 1:17 PM  
**To:** Erenrich, Gary; rkiegel@mtamaryland.com  
**Cc:** Kumm, Karen; Hisel-McCoy, Elza  
**Subject:** FW: Century XXI, Century Boulevard ROW

Gary / Rick – we met with the applicant yesterday. They presented a couple of approaches to working within a right of way of 134 feet in front of their parcel and have Rick's concept drawings for background – including the latest that honors the ten foot PUE in front of the hotel and their parcel.

To summarize, I think this is where we are..

The MTA can work within a right of way of 134 feet as long as there is a 56 foot median, a total of 70 feet outside of the median is provided to accommodate slope considerations, and a bike path is accommodated. The MTA still wants to require a 150 foot right way per the DPWT design standard north of the applicant's site to the connection with Dorsey Mill Road (Rick – if this is not correct, please let me know).

DPWT is not in favor of anything less than what the current design calls for – 150 foot right of way (Gary – if this is not correct, please let me know).

In reviewing the e-mail string, it appears that Gary did not get a copy of the pdf so I am attaching that.

We would like to try and schedule a meeting sometime next week if at all possible to review the specifics with the applicant. I know everybody is busy but we would like to try and keep this one moving given the issues – i.e., the right of way in light of the road code modifications and the Master Plan update.

Please let me know if I have your respective positions stated accurately and if you would be available to meet next week.

Thanks

Tom

<<CCT\_century\_XXI.pdf 101607.pdf>>

**From:** Autrey, Thomas  
**Sent:** Wednesday, September 26, 2007 3:05 PM  
**To:** Rick Kiegel (rkiegel@mtamaryland.com)  
**Cc:** Gary Erenrich (gary.erenrich@MontgomeryCountyMD.gov); Kumm, Karen; Hisel-McCoy, Elza; Kronenberg, Robert  
**Subject:** FW: Century XXI, Century Boulevard ROW

(33)

6/19/2009